

Vessel Breakdown Response Matrix - April 29, 2010 Revised DRAFT

Scenario #1 - Hiyu Available

Route/Season	Normal Vessels	Replacement - if Hiyu available	Rider/Revenue Impacts	Schedule Impacts
Port Townsend	50	No service/PO with lead time	Rider detour/revenue loss	No service
Mukilteo	124	87 from interisland	Rider delay/revenue loss	
SUMMER	124	87 from interisland	Rider delay/revenue loss	
Mukilteo	124	34 Hiyu substitute	Rider delay/revenue loss	
FALL/WINTER/SPRING	124	34 Hiyu substitute	Rider delay/revenue loss	

Scenario #2 - No vessel available

Route/Season	Normal Vessels	Replacement - if no back up	Rider/Revenue Impacts	Schedule Impacts
Port Townsend	50	No service/PO with lead time	Rider detour/revenue loss	No service
Mukilteo	124	87 from interisland	Rider delay/revenue loss	
SUMMER	124	87 from interisland	Rider delay/revenue loss	
Mukilteo	124	48 Rhody substitute*	Rider delay/revenue loss	
FALL/WINTER/SPRING	124	48 Rhody substitute*	Rider delay/revenue loss	

\*Rhododendron verified to be able to operate on San Juan Interisland and Mukilteo/Clinton routes.  
**NOTE: This scenario only in place until the second new 64-car vessel is delivered in May 2011.**